

Today's
Advertisements.

SPECIAL SERVICES WILL (GOD WILL) BE CONDUCTED BY REV. CHARLES INNES, (of England) as under—
LONDON MISSION CHURCH, TO-NIGHT, 14th March, at 7.30 P.M., Chinese by interpretation.
FAIRLAW'S SCHOOL ROOM, TO-MORROW, 15th March, at 2 P.M., For Women and Girls only, Chinese by interpretation.
UNION CHURCH, TO-MORROW, 15th March, at 7 P.M., English.
 Hongkong, 14th March, 1899. [324a]

NOTICE.

S.S. "LEONOR"
 NOTICE is hereby given that the above Steamship has been sold by the Owner CHU WO TO JOHN ORMAECHEA, Esq., carrying on business at MANILA as MENDEZONA & Co.
 All persons having CLAIMS against the said Ship or the Owner thereof are required to send them in to the Undersigned on or before SATURDAY, the 18th instant, after which date NO CLAIM prior to that date will be recognized.
 Dated the 14th March, 1899.
 CARLOWITZ & Co., Agents.

CHINA NAVIGATION COMPANY, LIMITED.
 FOR MANILA.
THE Company's Steamship

"TAIYUAN."
 Captain Nelson, will be despatched TO-MORROW, the 15th instant, at Noon.
 The attention of Passengers is directed to the Superior Accommodation offered by this Steamship. The First-class Saloon is situated forward of the Engines.
 A fully qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
 For Passage, apply to BUTTERFIELD & SWIRE, Agents.
 Hongkong, 14th March, 1899. [325a]

CHINA NAVIGATION COMPANY, LIMITED.
 FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE VIA MANILA.
THE Company's Steamship

"TAIYUAN."
 Captain Nelson, will be despatched TO-MORROW, the 15th instant, at Noon.
 The attention of Passengers is directed to the Superior Accommodation offered by this Steamship. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
 A fully qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
 A.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.
 For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
 Hongkong, 14th March, 1899. [326a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

HAILONG.
 Captain Rubson, will be despatched for the above Ports, on THURSDAY, the 16th instant, at Daylight.
 For Freight or Passage, apply to DOUGLAS LAIRDALE & Co., General Managers.
 Hongkong, 14th March, 1899. [327a]

FOR KOBE.
THE Steamship

"KONGURA MARU."
 Captain Shima, will be despatched for the above Port, on THURSDAY, the 16th instant, at Noon.
 For Freight or Passage, apply to DODWELL & CO., LIMITED, Agents.
 Hongkong, 14th March, 1899. [328a]

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Steamship

"CATHERINE APCAR."
 Captain J. G. Offert, will be despatched for the above Ports, on SATURDAY, the 18th instant, at Noon.
 For Freight or Passage, apply to DAVID SASSON, SONS & Co., Agents.
 Hongkong, 14th March, 1899. [329a]

CANADIAN PACIFIC RAILWAY COMPANY.
 FOR PACIFIC COAST, CANADA and the UNITED STATES.
THE C.P.R. Company's Steamship

"ATHENIAN."
 3,882 tons gross register, will be despatched on or about SATURDAY, the 25th of March, for VICTORIA and VANCOUVER, via MOJI, KOBE, and YOKOHAMA.
 The vessel has excellent accommodation for Saloon passengers. Through tickets issued to all points.
 Through Bills of Lading issued to Pacific Coast, Canada and the United States.
 For Information as to rates of Freight and Passage, &c., apply to D. E. BROWN, General Agent.
 Hongkong, 14th March, 1899. [329a]

NOTICE TO CONSIGNEES.
 FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR."
 having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 2 P.M. of the 16th instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Wharfedale. Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by DAVID SASSON, SONS & Co., Agents.
 Hongkong, 14th March, 1899. [329a]

Today's
Advertisement.

SEALED TENDERS in duplicate will be received at the R. N. HOSPITAL, until 10 A.M. on the 20th March, 1899, from persons desirous of Supplying Beef, Mutton, Fowls, Bread, Pure Cow's Milk, Aerated Waters, Ice, and other provisions and necessaries for the year ending 31st March, 1900.
 Sealed Tenders in duplicate will also be received for the Hospital Washing, and for Coal (Akaike's).
 Printed Forms of Tender and further particulars can be obtained at the R. N. Hospital.
 The right to reject the lowest or any Tender is reserved.
 THOS. BOLSTER, Dep. Insp. Genl.
 R. N. Hospital, Hongkong, 14th March, 1899. [331a]

Intimation.

A. S. WATSON & Co., LIMITED.
 IMPORTERS OF HIGH-CLASS SHERRIES.

B.—SUPERIOR PALE DRY, dinner wine, Green Seal Capsule.....\$10.80
C.—MANZANILLA, PALE NATURAL SHERRY, White Capsule.....12.00
D.—SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule.....12.00
E.—VERY SUPERIOR OLD PALE DRY, choice old wine, White Seal Capsule.....14.40
F.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Black Seal Capsule (Old Bottle).....20.40

B, C, D, and E, are excellent dinner Wines and suitable for invalids and delicate stomachs. D and E are after-dinner Wines of a very superior Vintage. All are true Xeres Wines.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., Limited,
 THE HONGKONG DISPENSARY.
 ESTABLISHED A.D. 1841.

MARRIAGES.
 On the 14th of March, at St. John's Cathedral, Hongkong, by the Rt. Rev. the Bishop of Victoria, LAWRENCE, son of Thomas Gibbs, Winkworth, to CATHERINE, daughter of the late John McIntosh, Stirling. [332a]

On the 13th March, 1899, at St. Peter's Church, by the Rev. J. H. France, REGINALD DOWSETT THOMAS, eldest son of William Thomas, Esq., West Kensington Park, London, W., to EDITH MAY, eldest daughter of Mrs. Charles H. Aikens, Government Civil Hospital, Hongkong. [332a]

THE HONGKONG TELEGRAPH
 HONGKONG, TUESDAY, MARCH 14, 1899.

NOTES AND COMMENTS.

THE OUTLOOK.
 According to our Tientsin correspondent, China is not inclined to allow the Italians to occupy San Mun Bay without protest, but is preparing to resist any such action by force. We are informed by Reuter that it is believed that Great Britain approves of the Italian demands and also that France has declared herself favourably disposed towards them. Who then can be backing China, if indeed she is being backed by any Power? We do not fancy that Russia would be inclined at the present time to risk a war on China's behalf, and Germany is likely to follow our lead. In all probability the preparations now being made for war are simply for the purpose of "saving face" and if China should make any attempt to resist the Italians it will simply be a show of doing so, the Chinese forces retreating at the first shot and leaving the Italians masters of the situation.

GREAT BRITAIN INACTIVE.
 We do not fancy that Great Britain is likely to take a hand in the game now in progress at Peking, except diplomatically. Had any action been intended we do not think that the *Centurion* and *Victorious* would be lying idle in the harbour, as they are at present; they would in all probability have been hurried north on receipt of the first news of the Italian demands. We should have made a display of force in the north and stated plainly that the Italian demands were not approved of and an end would have been made of the matter. But we have not done so and hence one may conclude that the advent of Italy

in China is not considered to be inimical to British interests.

WHAT DOES IT MEAN?
 It is difficult to understand why Italy should demand a port or naval station in China unless she were prompted to do so by another Power and was, in reality, simply holding the port for that Power, to be handed over when occasion arose for so doing. Italy's trade with China does not amount to any very great figure and certainly does not require a squadron of eight ships for its protection. The cost of the maintenance of such a squadron would be too heavy a tax upon the trade, and we do not fancy that Italy, in her present impoverished state, would be inclined to undertake any such action on her own initiative. As we before pointed out the Italian squadron will be a factor to be taken into consideration should hostilities commence amongst the Powers interested in China and it is earnestly to be hoped that if Italy possesses a backer in the present instance that such backer is none other than Great Britain, and that San Mun Bay is in reality to be held in trust for Great Britain. If, on the other hand, Italy should be acting on behalf of France, then the acquisition of San Mun Bay cannot but be looked upon as a calamity.

TELEGRAMS.
 (By Telegraph.)
 Special to the "Hongkong Telegraph."
 (FROM OUR OWN CORRESPONDENT.)
 ITALY AND CHINA.
 CHINA PREPARES FOR WAR.
 TIENTSIN, March 13th.
 7.45 P.M.

The position is critical. The Chinese Government is bitterly hostile to the Italians. Active preparations are being made for war and General Tung and Li Hung-chang have gone to Peking. Everything now depends upon what is done by Great Britain. The American gunboat (guard?) left to-day.

Received at 11.15 A.M.
 Published at 11.30 A.M.

THE WAR IN THE PHILIPPINES.
 MANILA, March 14th.
 4.25 P.M.

AMERICAN LINES EXTENDED.
 FURTHER FIGHTING.

General Wheaton's brigade has advanced beyond Pasing, closing the avenue of communication between the Philippine forces to the north and south of Manila. Strong opposition was met with at Paterson. The operation is not considered to have been completely successful as it was intended to entrap the Philippines. An American gunboat evaded the obstructions and entered the Bay Lake, shelling the Philippines along the shore.

THE SHANGHAI EXTENSION.
 FRENCH INTERFERENCE.
 BRITISH AND AMERICAN PROTEST.
 SHANGHAI, 14th March.
 4.37 P.M.

A public meeting of the British and American Associations has been called for Thursday to protest against French interference in the matter of the Shanghai extension.

Received at 5.00 P.M.
 Published at 5.30 P.M.

REUTER'S TELEGRAMS.
 THE QUEEN'S VISIT TO THE CONTINENT.
 LONDON, March 12th.
 The Queen has started for Cincin.

INDISPOSITION OF MR. GOSCHEN.
 Mr. Goschen is suffering from an attack of influenza.

MAJOR MARCHAND IN AFRICA.
 Major Marchand's party has arrived at Bourch, twenty days' journey from Adisababba.

GERMANY AND MR. RHODES' AFRICAN RAILWAYS.
 Mr. Rhodes is at Berlin in connection with his scheme for a railway and telegraph service from the Cape to Cairo. Mr. Rhodes has had an audience with the Emperor William and attended a sitting of the Reichstag during a discussion on his mission. In which several speakers recalled the Jameson raid and Mr. Rhodes' unfriendliness to Germany. The Colonial Secretary said that permission to carry a trans African Railway through German territory was only possible provided German interests were everywhere guaranteed.

SUEZ CANAL BLOCKED.
 The S.S. *Rydal Hall* is ashore in the Canal blocking the navigation.

WEATHER REPORT.
 The Observatory report says—On the 14th at 11.40 A.M. The barometer has fallen on the China coast. Pressure appears to be highest between the E. coast of China and Japan. Gradients slight on the coast, moderate with fresh monsoon in the N. part of the China Sea. Forecast—moderate N.E. winds; fine.

LOCAL AND GENERAL.

RECRUITING FOR THE RUSSIAN RAILWAY POLICE
 Manchuria is going on busily in the districts around Odessa.

On Sunday night a Chinese boy, eight years old, fell from a verandah in Wellington Street. He was taken to the Hospital, but his injuries were so serious that he died.

On the recommendation of a Medical Board, the Officer Commanding in Singapore has granted six months' leave to Lieut. R. E. K. Donajowski ("King's Own").

A SMALL lot of Crow Land at Deep Water Bay was sold on Monday by Public Auction, the lot contains 10,320 square feet and was bought by Messrs. Sheehan, Tomes & Co. on behalf of the Green Island Cement Co. for \$541.

AN anonymous letter has entailed the Health Officer's discovery of a Malay and five children, living in Cayland Road, Singapore all suffering from small-pox. They have had it in the house for over two months, and are now on the highway to recovery.

In connection with the introduction of the Penny Postage Service in Ceylon, a new issue of stamps has been ordered from England. The lot will include 6-cent stamps for letter postage; and 75 cent, R1-50, and R2-25 stamps for parcel post. At present stamps of different values are being surcharged and used.

MM. Tussaud and Sons have just purchased the organ used by "Viscount" Hinton. The gentleman in question is now giving sitting to Mr. John T. Tussaud for his portrait model, which it is intended to place by the side of it, dressed in the clothes he has been recently wearing whilst out on his rounds.

THE Pahang Government has been urging paddy-growers there to use sickles in reaping crops. The headmen in Pekan district have asked for sickles on trial. They all agreed that if the sickle could be introduced it would be an advantage, but feared it would be a long time before their followers would take kindly to it.

THE Captain of the steamship *Lady Mitchell*, which arrived at Singapore on the 4th inst. from Saigon, reports that he passed the British steamer *Arcturion* lying at anchor at Cape St. James, owing to her having collided with the French ship *Arcturion* from Singapore. Both vessels were considerably damaged but the latter ship was able to proceed to Saigon.

THE United States transport *Grant*, arrived at Singapore on the 4th instant and soon afterwards went alongside Borneo Wharf, where the work of provisioning and coaling her was at once proceeded with. Her complement includes 106 cabin passengers, 130 crew, and 1,713 American soldiers for Manila. The *Grant* sailed for that port at half-past six next morning.

WARREN'S CIRCUS was well attended last night, and patrons could not be otherwise than pleased with the entertainment. The performers are settling down to their business, and they excel in all they do. Mr. Warren does not expect to remain longer than three weeks, so those who intend to pay a visit to the show should lose no time, for the whole thing is well worth seeing.

DURING the week ended the 11th March the following cases of communicable disease were reported as occurring in the Colony—Bubonic Plague, six cases and five deaths, all from the city; Diphtheria, one case, from the city; Enteric Fever, three cases, two from the Harbour and one from the Peak; Small-pox, three cases, one of which was imported, all from districts outside the city limits.

SOME of the more reforming of the Buddhists of Rangoon are objecting to the spending of enormous sums of money at the present time to provide yet another basket for the supposed tooth of the founder of their religion kept in Ceylon. They contend that the money might be more usefully expended, and point to the fact that the much-dreaded lightning of the Rangoon pagodas with electricity, which would enable worship to be carried on at night, would not cost half the sum now being spent on the golden casket, ornamented with precious stones, which will constitute the eighth box covering the tooth.—*Ex.*

WAGES OF PRISONERS IN JAPAN.
 The general excellence of the articles made by convicts in the various prisons of the country, is referred to by the *Yomiuri*, which points out that the business men who make use of this class of labour have profited enormously owing to the low scale of wages allowed the prisoners. The wages are only about 0.21 yen per day on an average. The prisoners engaged in brick-making, weaving, shoe-making, and in the manufacture of cloisonne, paper and hemp ropes, etc. receive about eight or nine yen per day, while the bamboo and straw-ware makers, dyers, etc. get from two and a half to three and a half yen. These rates are absurdly low, and we are pleased to note that the authorities are making investigations with a view to raising the wages of the prisoners.

LIGHTHOUSES.
 The oldest lighthouse in existence is believed to be that at Coruna, Spain. It was built in the reign of Trajan and reconstructed in 1534. England and France have lighthouses which were built by the Roman conquerors. The famous Cordovan Tower of France, at the mouth of the Gironde, in the Bay of Biscay, was completed in 1611, in the reign of Henry IV. After standing 275 years, it was still considered to be one of the finest lighthouses in the world, although its height has been increased. The famous Pharos of Alexandria antedates both of the above by many years, it was built 250 B. C. but it is not always considered as a lighthouse.

DEEP-SEA RESEARCH.
 The German steamer *Valdivia*, with the German deep-sea scientific expedition, which left Europe last summer, has arrived in Colombia after a cruise round the Cape, and among the Dutch Indies and the Nicobar Isles. The expedition is now homeward-bound. There are twelve scientists on board, and the places they touched at just before arriving there were Pagan, Pulo Nias, and the Nicobar Isles. The party have been taking soundings all the way through, and have also been collecting shells, fauna, etc. The *Valdivia* is a steamer of the Hamburg-American Line, specially detailed for the cruise, and is of 2,165 tons gross and 1,372 net register.

ODD VOLUMES SOCIETY.
 "THE STRENGTH AND WEAKNESS OF ENGLAND."

Yesterday afternoon, under the auspices of the Odd Volumes Society Mr. J. J. Francis, Q.C. gave a lecture on "The Strength and Weakness of England." On the proposal of Mr. Granville Sharp, the Hon. T. H. Whitehead took the Chair. A numerous gathering of the prominent members of the Hongkong community was present, amongst whom were H. E. the Governor and H. E. General Gascoigne, Col. Elsdale, and Ex-Atty. Lt. Holson U.S.N. The Hon. T. H. Whitehead, in introducing the lecturer, said that Mr. Francis was too well known to require an introduction. Mr. Francis said that as Col. Elsdale's lecture had been suggested by Mr. Drummond's lecture of the previous season so had his been by Col. Elsdale. He could not agree with the gallant Colonel concerning vulgarity. From his own observation he had found other nationalities quite as vulgar as the Anglo-Saxon. He thought that many of the weaknesses of character that were shown by the English were inseparable from the virtues they undoubtedly possessed. It was only human nature that when a man had done great deeds he should be fond of letting people know that he had done so. He did not believe in imagination. It was want of imagination that had won for us the battle of Waterloo, as we could not imagine that we were beaten. It was too much imagination that caused the defeat of the French. When the imagination had to be applied for scientific research or for new industries the Anglo-Saxons had not shown themselves at all lacking in imagination. They did not want it in colonization, in fact they were better without it. What was wanted was more knowledge. He agreed that it would have been better if the nation had been more educated before they were granted the franchise by the reform bill of 1832, but we must take things as they were. The people of England no doubt at present were the rulers of the Empire, by the Empire he did not only mean the United Kingdom but our colonies which we had acquired by different methods. The lecturer then gave an interesting description of the different ways in which we had acquired territory. It was not lack of knowledge on the part of our rulers that had caused the blunders enumerated by Col. Elsdale, but it was the system of party government, the country's welfare often having to be sacrificed for party exigencies. He strongly recommended a careful study of Seeley's two books in which he shows that the greatness of England is due considerably to circumstances, and dates from the discovery of America when the centre of trade was removed from Genoa and Venice and round the Mediterranean to those countries in the best positions for trade with America. He partly ascribed our greatness to our restless activity and enterprise, quoting two passages from Seeley showing the development of the English character from the time of Queen Elizabeth, to what it is now. The great cause of our administration being so acceptable to our subject races was that everybody, from Her Majesty downwards, was amenable to the law. The administrative and the executive were equally bound by it, as well as the poorest native British subject. If by this lecture he had suggested subjects for other lectures he was perfectly satisfied. He thanked his audience for their patience.

Col. Elsdale said, that he was pleased to see that Mr. Francis agreed with him in so many respects. It was not for Mr. Francis nor himself to decide whether we were vulgar or not. Other nations said we were, so he took it as being so. Mr. Francis' experience had been principally confined to the colonies and an Englishman was greatly like a cabbage, he improved with transplanting. Mr. Francis could have enfolded him as regards imagination simply by the mention of such names as Shakespeare and Milton. The quality of imagination he ascribed to our Norse ancestry. He had struck him during the lecture that one source of weakness was the way in which England barred the way for other nations to colonize. We had got 50 years start and we had made remarkably good use of them. All our blunders might be ascribed to the opposition and cavillings of the Little England or Manchester school of politicians, but he found assurance in the retirement of Sir William Harcourt as he thought in future, no matter whether Conservatives or Liberals were in power the policy of the maintenance of the British Empire would be steadily adhered to.

Col. Elsdale's remarks were to the effect that the strength of the Anglo-Saxon race lay in the fact that the Anglo-Saxon was a hard working man. In all the industries, arts, and sciences, there was a vast mass of accumulated knowledge that had to be mastered before progress could be made, and it was in the tenacity of the Anglo-Saxon in sticking to his work that the secret of his success lay. He illustrated this by a reference to the contrast between the activity which prevailed on the American ships when the outbreak of the recent war was anticipated and the supineness that prevailed in the Spanish fleet. In the former the men worked all day without a murmur, getting up cool and putting it back again, protecting weak points around the guns by coal bags and sand bags, and practising every possible movement, and then worked far into the night practising with the electric light, whereas on the Spanish ships the ordinary drill was gone through in the same perfunctory manner as in ordinary times.

Mr. G. Sharp ascribed our success to our integrity and trust in each other, he gave some striking examples showing the want of this virtue in Asiatic races.

The Hon. T. H. Whitehead said that they were greatly indebted to the Odd Volumes Society for providing them with such pleasant means of acquiring knowledge and they were most indebted to Mr. Francis for his most interesting and instructive lecture. He had much pleasure in proposing a hearty vote of thanks to Mr. Francis. Mr. L. E. Pollock proposed a vote of thanks to the Chairman. Both votes were unanimously carried and the proceedings terminated.

FRANCE AND THE IMMIGRATION OF FOREIGNERS.
 In France, says *Le Chasseur Français*, there are 1,130,241 foreigners, while in foreign countries there are but 517,000 Frenchmen. The Europeans of various nationalities residing in France number 1,112,072; there are 26, the other half, but 517,000 Frenchmen dispersed through Europe. Of Belgians, 465,870 have emigrated to France; only 52,000 Frenchmen have settled in Belgium. The hospitality of France is accorded to 286,042 Italians, while in Italy there are only 17,000 Frenchmen. Of Germans there are in France 83,333; the number of Frenchmen living in Germany is 24,000. France has within its borders 14,337 Russians; but in Russia itself there are but 5,200 Frenchmen. The number of Austrians in France is 12,000; the number of Frenchmen in Austria, 2,000. For Spain and Switzerland the figures are more nearly equal. There are 77,000 Spaniards in France and 25,000 Frenchmen in Spain. 83,117 Swiss in France and 34,000 Frenchmen in Switzerland.

HONGKONG HOTEL COMPANY, LIMITED.

To-day at noon the ordinary half-yearly meeting of shareholders in the above company was held at the hotel. Mr. R. C. Wilcox presided, and there were also present Messrs. W. Parfitt, E. Osborne (directors), C. Mooney (secretary), J. H. Lewis, W. H. Potts, F. Henderson, J. M. Michael, F. D. Goddard, G. C. Cox, A. Dennison, E. George, R. J. Philpott, E. D. Sanders, J. E. Gomes, W. E. Clarke, S. H. Michael, T. Brown, J. Hooper, Ho Tung, Ho Fook, Hon Chok Teen, Wong Kam Fook and others.

The Secretary read the notice convening the meeting.

The Chairman said—Gentlemen, following the usual practice here, I propose, with your permission, to take the report and statement of accounts as read. It is gratifying to the Board to be in a position to meet you with a statement so satisfactory as that presented to-day. The profit on the working account for the past six months, amounting to \$62,899.45 is the record showing for what we have always been accustomed to consider the lean half of the year, and a very lean half it has often been in the past times. The dividend, proposed—six per cent for the half-year—makes, with that already paid for the first half of 1898, ten per cent for the year, which I think you will agree is a not an unsatisfactory return on your investment. We have decided to commence the formation of a Reserve Fund, and for this purpose have set aside \$15,000 as the first contribution to what we hope may soon become an important buttress to the concern. The usual sum of \$6,000 has been carried to Repairs and Renewals account, and we have written off \$8,440.88 from the value of Furniture and Fixtures, which will then stand at our books at \$25,000, by no means a high rate, considering the extent of the renewals. Apart, however, from these results, I ought to mention that the cost of painting and repairing this great building from basement to roof and through the greater portion of the interior as well as the entire exterior, amounting to \$14,398.98, has come out of the profits of the half-year. This has been a special outlay, and will not have to be incurred again, let us hope, for several years. Adequate provision for the constant and efficient upkeep of the building, however, he made. It would be the very least economy to allow the Hotel to fall into shabby neglect and disrepair. The great aim of your directors, which they have kept constantly before them through all the years of adversity, as well as during the more prosperous times that have lately dawned upon the company, has been to make of this a first class hotel in every sense of the term, and to maintain that reputation, it is necessary that its appearance shall be good and attractive, its furnishings of the best, and its catering liberal and excellent. Therefore, gentlemen, we shall have to go on spending money, for though we have made great progress and have acquired many most necessary desirable things, we still have wants, and among others is new furniture for most of the rooms in the Old Building. This we are getting by degrees, and expect in another twelve months to have the Hotel well furnished throughout; indeed, we shall not rest content until every room, corridor, and corner of the building is equipped in a style that will justify the reputation gained. By the removal of Messrs. Skott & Co. and the consequent vacation of their office in this building, Messrs. Gibb, Livingston & Co., we shall soon have at least a dozen more good rooms available for guests, and furniture for these has already been ordered and partly received. It will also then be practicable to make various improvements on the first floor. One such has just been effected by the equipment of a billiard room for the use of boarders and residents which we trust will supply a want. The business of the Hotel has shown a steady increase in every department, the bars and billiard room have been well frequented, and we are pleased to see that the dining room is now so popular as a restaurant. The improvement of the service has occupied much attention, and efforts have been made by the Board to secure good Chinese servants and after training, to keep them, as frequent changes are fatal to efficient attendance. I am glad to say that a gratifying measure of success has attended these endeavours. Through the exercise of care and vigilance, the losses from bad debts have been brought to a minimum, and the stock of wines and stores has, by the same means, been kept in good order, and we are pleased to see that the dining room is now so popular as a restaurant. The improvement of the service has occupied much attention, and efforts have been made by the Board to secure good Chinese servants and after training, to keep them, as frequent changes are fatal to efficient attendance. I am glad to say that a gratifying measure of success has attended these endeavours. Through the exercise of care and vigilance, the losses from bad debts have been brought to a minimum, and the stock of wines and stores has, by the same means, been kept in good order, and we are pleased to see that the dining room is now so popular as a restaurant. 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On the motion of the Chairman, seconded by Mr. J. M. Michael, the pay of the auditors was raised from 650 per half year to \$200.

A hearty vote of thanks was accorded the directors for their services, on the motion of Mr. Ho Tung.

BRITISH VESSEL WRECKED.
 STRANGE STORY.

Java papers, says the *Strait Times*, report the loss of the British barque *Port Adelaide*, 1,400 tons burden, and registered at Glasgow. She left Cherbourg, a Java port, on the 23rd December, with 30,000 piculs of sugar for Philadelphia Breakwater and other orders. Owing to the monsoon, she took the eastern route to the Sunda Straits. On the 7th February, at 2 a.m., she struck a coral bank to the north-west of these Straits near the Postillion Islands, and remained fast. In twenty-four hours time, six feet of water stood in the hold. Upon this, the Master, Captain Macdonald, decided to abandon the vessel. The crew left in three boats fully provisioned. On the second day after leaving the ship, one of the boats reached an inlet and rested there for a day and a night. From there, those in the boat coasted along Sumatra and Lombok until they reached Ampanan, on the latter island, on the 15th February. They stayed three days there before proceeding to Sourabaya, in the steamer *Jacob*. The crew of this boat consisted of six sailors only. The two other boats were still missing at the date of last advices. One of them contained the master, the chief officer, the steward, and four sailors. In the other boat were the second officer, the carpenter, the cook, and four sailors. The *Strait Times* express surprise that no other boat had been put out to charge the wrecked boat when it put off from the wreck, as is the custom. No one of the rescued sailors could tell what port was taken or could give detailed particulars of what had happened. The general belief is that the ship's crew were all killed.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HIROSHIMA MARU S. Tsuji	Kobe and Yokohama	THURSDAY, 16th March, at 4 P.M.
SAGAMI MARU T. Naga	VLADIVOSTOK, VIA SWATOW, AMOI, SHANGHAI, CHEFOO, CHE- NULO and NAGASAKI	THURSDAY, 16th March, at 4 P.M.
FUTABA MARU C. Hillebrand	THURSDAY ISLAND, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 31st March, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

Dr. KNORR'S
ANTIPYRINE

patented
"LION BRAND"
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.
FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark).
SOLUBLE CASEIN-SILVER PREPARATION.
Used in Gonorrhoea in 1 to 2 per cent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.
It is requested that the directions on the boxes for making solutions should be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.
BEWARE OF SPURIOUS IMITATIONS.Shipping.
STEAMERS.

"GLEN" LINE OF STEAM PACKET.
FOR LONDON, VIA SUEZ CANAL.
THE Steamship

"GLENHARRY."
Captain Gentry, will be despatched as above TO-MORROW, the 15th instant, at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 14th March, 1899. [205]

CHINA NAVIGATION COMPANY, LIMITED.
FOR TIENTSIN.
THE Company's Steamship

"NANCHANG."
Captain Finlayson, will be despatched as above TO-MORROW, the 15th instant, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 14th March, 1899. [200]

CHINA NAVIGATION COMPANY, LIMITED.
FOR SHANGHAI.
THE Company's Steamship

"WHAMPOA."
Captain Sales, will be despatched as above TO-MORROW, the 15th instant, at 3 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 14th March, 1899. [341]

CHINA NAVIGATION COMPANY, LIMITED.
FOR AMOI, SAMARANG AND SOERABAYA.
THE Company's Steamship

"HUPEH."
Captain Quail, will be despatched as above on THURSDAY, the 16th instant, at Daylight.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 7th March, 1899. [316]

CHINA NAVIGATION COMPANY, LIMITED.
FOR NINGPO.
THE Company's Steamship

"FOOCHOW."
Captain Smale, will be despatched as above on FRIDAY, the 17th instant, at 3 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 11th March, 1899. [342]

CHINA NAVIGATION COMPANY, LIMITED.
FOR KOBE.
THE Company's Steamship

"TSINAN."
Captain Ramsay, will be despatched as above on TUESDAY, the 21st instant, at 3 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the vessel is fitted throughout with Electric light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 11th March, 1899. [343]

Dr. OVERLACH'S
MIGRAININE

"LION BRAND"
"ANTIPYRINE—CAFFEINE—CITRATE."
(1) Excellent results in the severest cases of migrainine, as well as in headache arising from alcohol, nicotine and morphia poisoning, neurasthenia, influenza, grippe, &c.
(2) The best antipyretic, even in threatened collapse, because the caffeine of Migrainine acts simultaneously as an antipyretic.
Use only DR. OVERLACH'S MIGRAININE, Lion Brand, and always prescribe "MIGRAININE HOECHST."

Sole Manufacturers:
FAHRWERKE VORL. MEISTER LUCIUS & BRUNING, HOECHST-F.M.
Literature of the above Preparations supplied gratis at request to medical men.

Shipping.
STEAMERS.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA (DIRECT).
THE Company's Steamship

"ESMERALDA."
Captain Taylor, will be despatched for the above port, on THURSDAY, the 16th instant, at 5 P.M., instead of as previously advertised. This steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.
A Stevedore and a duly qualified Surgeon are carried.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Manager.
Hongkong, 10th March, 1899. [329]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship

"AIRLIE."
Captain Kock, will be despatched as above on SATURDAY, the 18th instant, at Daylight. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stevedore and a duly qualified Surgeon are carried.
Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 13th March, 1899. [266]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"MENELAUS."
Captain Towell, will be despatched as above on MONDAY, the 20th instant, at Noon.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 13th March, 1899. [329]

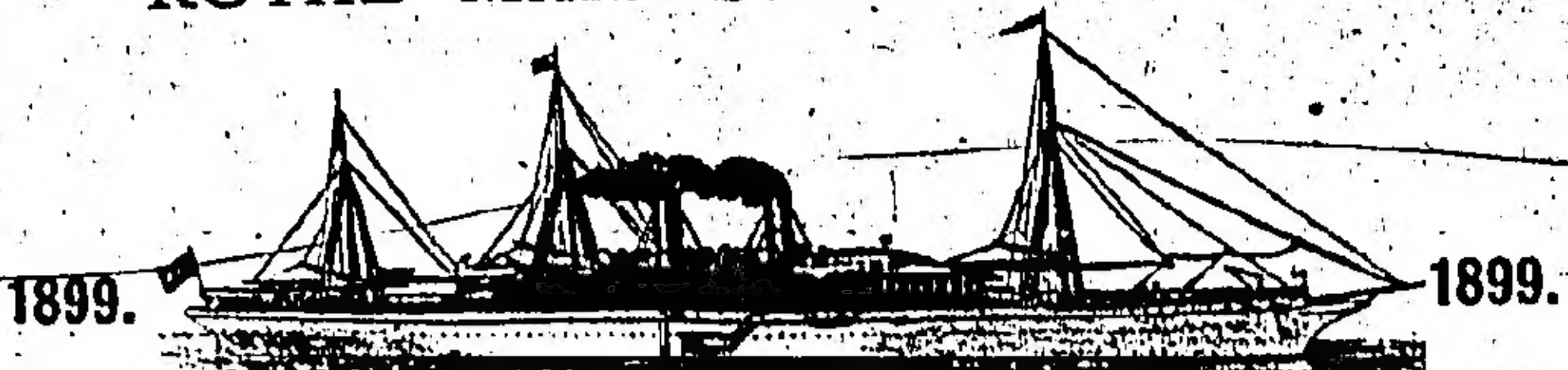
FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"MOYUNE."
Captain Connadi, will be despatched for the above port, on or about the 20th March.
To be followed by the
"LIV."
Captain Jacobs, sailing about 15th April.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 20th February, 1899. [245]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR STRAITS AND LONDON.
THE Company's Steamship

"CHINGWOW."
H. Harris, Commander, will be despatched as above on or about the 1st of April.
For Freight, &c., apply to
HOLIDAY, WISE & Co.,
Agents.
Hongkong, 11th March, 1899. [344]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG:

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 15th Mar., 1899.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 5th April, 1899.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 26th April, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Potters' Street. [3]

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 30th Mar., at Daylight.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 25th April, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 20th May, at Noon.

THE Steamship
"AMERICA MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 30th March, at Daylight, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.
J. S. VAN BUREN, Agent.
Hongkong, 11th March, 1899. [310]

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.
Head Office—TOKIO.
Branch Offices—
LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

Agents:—
Mitsui Coal Mines.
Ohmura Coal Mines.
Kanada Coal Mines.
Tokyo Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Imperial Government Paper Mills, Japan.
Empire Cleaning and Wvg. Co., Shanghai.
Onoda Cement Company, Japan.
Nagatsuchi Cotton Spinning Mill, Japan.
The Nippon Cotton Spinning Mill, Limited.
Tokyo Cotton Spinning Mill, Japan.
Hayashi Clock Factory, Japan.
Hongkong, 11th December, 1898. [43]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)
THE Steamship

"PARRAMATTA."
Captain C. T. Denny, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 18th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further Particulars apply to
H. A. RITCHIE,
Superintendent,
Hongkong, 4th March, 1899. [5]

NORTHERN PACIFIC
STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA

PROPOSED SAILINGS FROM HONGKONG.
FROM VICTORIA, B.C. AND TACOMA.
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.
Glenogle... 3,750 T. McGillicuddy... Mar. 21.
Olympia... 2,837 T. J. Truebridge... April 1.
Victoria... 3,502 T. J. Panten... April 2.
Tacoma... 2,811 T. A. Dixon... May 13.

Also
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGATION COMPANY.

Columbia... 2,976 T. N. Moncur... April 15.
Nanaimo... 2,874 T. W. A. Evans... May 6.
Lemah... 3,677 T. Williamson... June 3.
Columbia... 2,976 T. N. Moncur... July 8.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.
Excellent accommodation, First-class Tables, DOCTOR AND STEVEDOR on board.

HONGKONG TO NEW YORK £41.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.
Rates of Passage to other Points on application.
Special rates allowed to members of Government Services.
Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or., (whichever may be the destination of the Steamer).
Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.
For further information apply to
DODWELL & CO., LIMITED,
General Agents.
Hongkong, 11th March, 1899. [4]

FOR SAN FRANCISCO.
THE 100 A. British Bark

"QUEEN MARGARET."
Fraser, Master, shortly expected here will load for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN, TOMES & Co.,
Hongkong, 23rd January, 1899. [133]

Mails.

NORTH
GERMAN LLOYD.

(Freight Service.)
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

HAMBURG-
AMERICA LINE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
*SILESIA.....	HAVRE, HAMBURG/BREMEN (LONDON with transshipment in HAMBURG)	24th March	Freight
Behrens.....	HAVRE, HAMBURG/BREMEN (LONDON with transshipment in HAMBURG)	About 30th March	Freight
WITTENBERG.....	HAVRE, HAMBURG/BREMEN (LONDON with transshipment in HAMBURG)	About 30th March	Freight
SUEVIA.....	AMSTERDAM, HAMBURG/BREMEN (LONDON with transshipment in HAMBURG)	About 4th April	Freight
Foerck.....	HAVRE, HAMBURG/BREMEN (LONDON with transshipment in HAMBURG)	About 10th April	Freight
NURNBERG.....	HAVRE, HAMBURG/BREMEN (LONDON with transshipment in HAMBURG)	About 10th April	Freight
v. Binzer.....	HAVRE, HAMBURG/BREMEN (LONDON with transshipment in HAMBURG)	About 10th April	Freight

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.
Calling at NAPLES for Passengers only, if sufficient inducement offers.
For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents.

Hongkong, 8th March, 1899.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.
PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.
Belgian King... 3,379 T. Thursday Mar. 30
Carmarthen... 2,989 T. about April 20
Carlisle City... 3,002 T. about May 20

THE Steamship
"BELGIAN KING," will be despatched for SAN DIEGO VIA NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on THURSDAY, the 30th instant.

Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.
Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.
For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.
Hongkong, 13th March, 1899. [1330]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 8th April, at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 2nd May, at Noon.
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 27th May, at Noon.

THE U. S. Mail Steamship
"CITY OF PEKING," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on SATURDAY, the 8th April, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.
Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.
Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.
Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until Five P.M. the day previous to sailing.
Consular Invoices to accompany Cargo destined to Points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.
For further information, as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.
J. S. VAN BUREN, Agent.
Hongkong, 27th February, 1899. [3]

NORDDEUTSCHER LLOYD.

NOTICE

STEAM FOR
SINGAPORE, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

Also
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
THE COMPANY'S STEAMERS WILL CALL AT
LAND, PASSENGERS AND LUGGAGE.
BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)
Dayen... Wednesday 12th March
Prima... Wednesday 12th April
Prima... Wednesday 12th May

ON WEDNESDAY, the 15th day of March, 1899, at 9 A.M., the Company's Steamship "DAYEN" Captain E. Prehn, with MAILED PASSENGERS, SPECIE, & CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 27th instant. Cargo and Specie will be received at the Agency's Office until Noon on TUESDAY, the 28th instant. Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs, at San Francisco.
For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.
J. S. VAN BUREN, Agent.
Hongkong, 16th March, 1899. [1331]

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